

ANNUAL REPORT

of the

Detroit & Mackinac

RAILWAY COMPANY

INCLUDING

Traffic Reports of the Road



For the Fiscal Year Ending June 30th

————— 1908 —————

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of the
Detroit & Mackinac
RAILWAY COMPANY

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For the Fiscal Year Ending June 30th

————— 1908 —————



DIRECTORS AND OFFICERS.

BOARD OF DIRECTORS.

| | | | | | |
|-------------------|---|---|---|---|-----------------|
| JAMES D. HAWKS, | - | - | - | - | Detroit, Mich. |
| HENRY K. McHARG, | - | - | - | - | Stamford, Conn. |
| EDWARD H. BONNER, | - | - | - | - | New York, N. Y. |
| AMEDE D. MORAN, | - | - | - | - | New York, N. Y. |
| WALTON FERGUSON, | - | - | - | - | Stamford, Conn. |

OFFICERS.

JAMES D. HAWKS, President and General Manager, Detroit, Mich.
GEORGE M. CROCKER, Vice-Pres., Aud. and Pur. Agt., Detroit, Mich.
CHAS. B. COLEBROOK, Sec'y-Treas., 40 Wall Street, New York, N. Y.
JAMES McNAMARA, General Attorney, Detroit, Mich.
C. W. LUCE, General Superintendent, East Tawas, Mich.
H. S. WATERMAN, Chief Engineer, East Tawas, Mich.
T. G. WINNETT, General Freight and Passenger Agent, Bay City, Mich.

General Office, No. 514-518 Majestic Building, Detroit, Mich.

N. A. HAWKINS & CO.

ACCOUNTANTS

AUDITS :: APPRAISALS :: SYSTEMS

**NEW YORK
CHICAGO
DETROIT**

August 25th, 1908.

J. D. HAWKS, President,

Detroit & Mackinac Ry Co.,

Detroit, Michigan.

Dear Sir:—We have made an examination of the books and accounts of the Detroit & Mackinac Railway Company for the fiscal year ending June 30th, 1907, and June 30th, 1908, and hereby certify that the Income, Profit and Loss Account, and Balance Sheets are true and correct exhibits of the company's operations for the said fiscal years, and of its condition at June 30th, 1907, and June 30th, 1908, as shown by the books and accounts.

N. A. HAWKINS & CO.,

Fred T. Gies, C. P. A.

REPORT OF THE PRESIDENT TO THE STOCKHOLDERS
OF THE DETROIT & MACKINAC RAILWAY
COMPANY.

Detroit, Mich., October 5th, 1908.

Gentlemen:

The first four months of the fiscal year were the best in the history of the Company. Beginning with November, 1907, the earnings show a great decrease for the balance of the year.

There being no fixed and reasonable relation between wages and cost of material, and taxes and passenger and freight rates, the only possible means for overcoming the loss of revenue was to stop expenditures and reduce forces. No improvements were undertaken during the last six months of the year, and nothing purchased except for actual necessities.

The completion of the Hillman Branch and the erection of the new passenger station at Alpena are among the things postponed.

No one will argue that this is a good way to run a railroad in an undeveloped country, where many miles of new track are badly needed, as well as depots and other facilities for the economical handling of business.

Taxes were 7% of our Gross Income and over 20% of our Total Net Income.

The railroads of Michigan are not paying taxes the same as other property pays, but are paying on an excessive valuation of the physical property, plus an added valuation for the franchise. So far the Attorney General of the State has refused to allow the Company to begin suit against the State for the purpose of testing the legality of this method of assessment, and the company is still paying taxes on \$300,000.00 worth of grain elevators it does not own, and never did own. Individually, the members of the Tax Commission admit the Company is being assessed on too high a valuation, but as a Commission they will give no relief.

The two cents a mile law is still in force, with the same result in Michigan as in other states, viz., a large reduction in passenger earnings.

It is to be hoped that the drastic economies of the last six months of the year may not much longer be necessary, and that the road can go ahead with its improvements, which mean so much for the country through which it runs.

Yours truly,

J. D. HAWKS,

President and General Manager.

DETROIT & MACKINAC RAILWAY COMPANY.

AUDITORS' OFFICE.

Detroit, Mich., Sept., 8th, 1908.

J. D. HAWKS, ESQ.,

President and General Manager:

Dear Sir:—I herewith submit statements of the general accounts and tables showing the result of operation of the Detroit & Mackinac Railway Company for the fiscal year ending June 30, 1908, as follows:

TABLE A—Condensed Balance Sheet.

TABLE B—Income Account.

TABLE C—Particulars of Bonded Debt.

TABLE D—Comparative Financial Statement.

TABLE E—Earnings and Expenses by years.

TABLE F—Earnings and Expenses by months.

TABLE G—Operating Expenses.

TABLE H—Mileage.

TABLE I—Classification of Freight Tonnage.

TABLE J—Statistics for the year.

TABLE K—Rolling Stock.

TABLE L—Logging Branches, Spurs and Sidings built.

Respectfully,

GEORGE M. CROCKER,

Auditor.

T A B L E — A .

DETROIT & MACKINAC RAILWAY COMPANY.

CONDENSED BALANCE SHEET, JUNE 30, 1908.

| Assets. | | Liabilities. | |
|--------------------------------------|---------------------|--|----------------------|
| Cost of Road and Equipment..... | \$5,511,027 38 | Capital Stock { Common | \$2,000,000 00 |
| Equipment Trust | 160,000 08 | { Preferred | 950,000 00 |
| Material and Supplies on hand..... | 63,495 88 | Funded Debt { First Lien Bonds | 1,500,000 00 |
| { First Lien Bonds.. | 450,000 00 | { Mortgage Bonds | 1,550,000 00 |
| Treas. Detroit & Mack. Ry. { | 300,000 00 | Interest accrued but not due | 7,666 67 |
| { Mortgage Bonds.... | | Taxes for 1907—accrued but not due | 38,989 17 |
| | | Equipment Trust Notes..... | 160,000 08 |
| | | Equipment Reserve Account | 70,762 57 |
| Current Assets. | | Current Liabilities. | |
| Cash on hand | \$ 2,700 56 | Audited Vouchers and Pay Rolls. \$ | 71,346 86 |
| Due from Station Agents | 21,085 30 | Notes Payable | 195,000 00 |
| Due from Companies and Individuals | 25,780 19 | Suspense Accounts | 5,806 98 |
| Traffic Balances | 13,755 58 | | |
| Insurance paid in advance | 85 54 | | |
| Interest paid in advance (Discounts) | 1,641 82 | | |
| | <u>\$ 65,048 99</u> | | <u>\$ 272,153 84</u> |
| | \$6,549,572 33 | | \$6,549,572 33 |

TABLE — B .**DETROIT & MACKINAC RAILWAY COMPANY.****INCOME ACCOUNT FOR THE YEAR ENDING JUNE 30, 1908.**

| | |
|--|----------------------|
| Gross Earnings | \$1,186,096 54 |
| Operating Expenses | 807,365 12 |
| Net Operating Revenue | \$ 378,731 42 |
| Add Other Income: | |
| Hire of Equipment—Credit Balance | 18,314 15 |
| Total Net Income | \$ 397,045 57 |
| Surplus, June 30, 1907 | 21,408 99 |
| Total | \$ 418,454 56 |
| Deduct: | |
| Taxes | \$80,288 53 |
| Interest on Funded Debt | 92,000 00 |
| Dividends on Preferred Stock (5%) | 47,500 00 |
| Interest on Car Trust and Other Notes... | 22,865 81 |
| Equipment | 100,295 48 |
| Hillman Branch | 37,353 38 |
| Additions and Betterments | 16,950 24 |
| Separately Operated Properties | 4,494 73 |
| Sundry Items | 16,706 39 |
| | <u>\$ 418,454 56</u> |

TABLE — C .**PARTICULARS OF BONDED DEBT.**

| Class of Bonds | Amount Outstanding | INTEREST | | Interest Accrued during year | Principal Due |
|----------------|-----------------------|----------|-------------------|------------------------------|---------------|
| | | Rate | When Payable | | |
| First Lien | \$1,050,000 00 | 4% | June and December | \$ 42,000 00 | June 1, 1995 |
| Mort. | 1,250,000 00 | 4% | June and December | 50,000 00 | June 1, 1995 |
| | <u>\$2,300,000 00</u> | | | <u>\$ 92,000 00</u> | |

TABLE — D .

DETROIT & MACKINAC RAILWAY COMPANY.

COMPARATIVE FINANCIAL STATEMENT.

| | June 30, 1906. | June 30, 1907. | June 30, 1908. |
|--|----------------|----------------|----------------|
| Current Assets. | | | |
| Cash | \$ 14,764 66 | \$ 4,186 42 | \$ 2,700 56 |
| Due from Station Agents and Others | 35,131 38 | 40,069 60 | 46,865 49 |
| Traffic Balance | 27,429 54 | 19,299 83 | 13,755 58 |
| Material and Supplies on Hand | 65,124 18 | 102,297 86 | 63,495 88 |
| Prepaid and Deferred Charges | 1,209 45 | 11,667 71 | 3,149 84 |
| Totals | \$ 143,659 21 | \$ 177,521 42 | \$ 129,967 35 |
| Less Current Liabilities. | | | |
| Audited Vouchers and Pay Rolls | \$ 112,445 58 | \$ 150,762 01 | \$ 71,346 86 |
| Notes Secured by Equipment Trust | 320,000 16 | 240,000 12 | 160,000 08 |
| Notes Secured by Treasury Bonds | 210,000 00 | 240,827 84 | 195,000 00 |
| Accrued Taxes and Interest | 42,407 65 | 47,901 74 | 46,916 78 |
| Totals | \$ 684,853 39 | \$ 679,491 71 | \$ 473,263 72 |
| Net Current Liabilities | \$ 541,194 18 | \$ 501,970 29 | \$ 343,296 37 |
| Capital Assets. | | | |
| Cost of Road | \$4,923,175 94 | \$4,948,501 95 | \$4,945,890 61 |
| Cost of Equipment | 564,193 77 | 584,877 21 | 565,136 77 |
| Cost of Equipment Trust | 320,000 16 | 240,000 12 | 160,000 08 |
| Totals | \$5,807,369 87 | \$5,773,379 28 | \$5,671,027 46 |
| Net Assets | \$5,266,175 69 | \$5,271,408 99 | \$5,327,731 09 |
| Representing— | | | |
| Bonds Issued—First Line | \$1,050,000 00 | \$1,050,000 00 | \$1,050,000 00 |
| Bonds Issued—Mortgage | 1,250,000 00 | 1,250,000 00 | 1,250,000 00 |
| Stock Issued—Common | 2,000,000 00 | 2,000,000 00 | 2,000,000 00 |
| Stock Issued—Preferred | 950,000 00 | 950,000 00 | 950,000 00 |
| Reserves | | | 77,731 09 |
| Surplus | 16,175 69 | 21,408 99 | |
| Totals | \$5,266,175 69 | \$5,271,408 99 | \$5,327,731 09 |

TABLE E.

DETROIT & MACKINAC RAILWAY COMPANY.

EARNINGS AND EXPENSES BY YEARS.

| | 1904 | 1905 | 1906 | 1907 | Per Cent. | 1908 | Per Cent. |
|--------------------------------|---------------|---------------|-----------------|-----------------|-----------|-----------------|-----------|
| | Amount | Amount | Amount | Amount | | Amount | |
| EARNINGS— | | | | | | | |
| Freight..... | \$ 697,280 94 | \$ 697,217 76 | \$ 820,486 78 | \$ 946,067 99 | 72.15 | \$ 844,252 96 | 71.18 |
| Passenger..... | 224,413 96 | 239,643 88 | 263,778 94 | 291,061 38 | 22.20 | 294,228 07 | 24.81 |
| Mail..... | 25,387 20 | 26,289 56 | 26,689 80 | 26,495 72 | 2.02 | 28,354 52 | 2.39 |
| Express..... | 8,073 56 | 7,958 20 | 8,716 47 | 10,135 82 | .77 | 11,714 52 | .99 |
| Other Sources..... | 26,159 17 | 18,845 28 | 35,154 47 | 37,513 89 | 2.86 | 7,546 47 | .63 |
| Total..... | \$ 981,314 83 | \$ 990,554 78 | \$ 1,154,826 46 | \$ 1,311,274 80 | 100% | \$ 1,186,096 54 | 100% |
| EXPENSES— | | | | | | | |
| Maint. Way and Structures..... | \$ 171,771 06 | \$ 186,827 97 | \$ 200,382 74 | \$ 248,990 34 | 24.65 | \$ 144,244 11 | 17.87 |
| Maint. Equipment..... | 108,796 32 | 113,370 46 | 259,394 25 | 264,302 36 | 26.17 | 189,060 08 | 23.42 |
| Traffic Expense..... | | | | | | 24,546 44 | 3.04 |
| Transportation Expense..... | 297,885 80 | 306,813 11 | 384,235 97 | 466,388 19 | 46.17 | 422,446 08 | 52.32 |
| General Expense..... | 24,704 25 | 28,059 50 | 29,120 89 | 30,411 51 | 3.01 | 27,068 46 | 3.35 |
| Total..... | \$ 603,157 43 | \$ 635,071 04 | \$ 873,133 85 | \$ 1,010,092 40 | 100% | \$ 807,365 12 | 100% |
| Net Earnings..... | 378,157 40 | 355,483 74 | 281,692 61 | 301,182 40 | 29.81 | 378,731 42 | 31.94 |
| Taxes..... | 70,380 03 | 70,503 62 | 78,538 91 | 81,261 79 | 8.04 | 80,288 53 | 6.77 |
| Net Earnings, less Taxes..... | 307,777 37 | 284,980 12 | 203,153 70 | 219,920 61 | 21.77 | 298,442 89 | 25.16 |

T A B L E F .

DETROIT & MACKINAC RAILWAY COMPANY.

STATEMENT OF EARNINGS AND EXPENSES BY MONTHS FOR FISCAL YEAR ENDING JUNE 30, 1908.

EARNINGS.

| Earnings | July | Aug. | Sept. | Oct. | Nov. | Dec. | Jan. | Feb. | March | April | May | June |
|--------------------|--------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|--------------|-------------|-------------|-------------|
| Freight..... | \$ 76,745.52 | \$ 79,092.32 | \$ 77,691.38 | \$ 82,362.08 | \$ 69,498.13 | \$55,225.21 | \$63,759.68 | \$53,899.31 | \$ 74,812.40 | \$70,358.20 | \$67,791.09 | \$73,017.64 |
| Passenger..... | 29,109.46 | 36,042.27 | 27,357.72 | 26,680.54 | 26,518.78 | 24,381.96 | 20,908.13 | 16,961.44 | 21,361.21 | 21,972.25 | 20,199.03 | 22,755.28 |
| Express..... | 836.92 | 1,221.06 | 1,044.44 | 920.56 | 953.35 | 1,072.75 | 990.36 | 1,131.65 | 1,144.16 | 1,105.80 | 684.95 | 608.52 |
| Mail..... | 2,158.08 | 2,225.77 | 2,225.77 | 2,215.97 | 3,060.67 | 2,392.75 | 2,393.75 | 2,177.08 | 2,298.35 | 2,420.83 | 2,392.75 | 2,392.75 |
| Miscellaneous..... | 900.26 | 850.70 | 1,026.90 | 636.41 | 343.36 | 350.27 | 422.94 | 458.66 | 787.23 | 264.80 | 670.94 | 834.00 |
| Totals..... | \$109,750.24 | \$119,432.12 | \$109,346.21 | \$112,795.56 | \$100,374.29 | \$83,422.94 | \$88,474.86 | \$74,628.14 | \$100,403.35 | \$96,121.88 | \$91,738.76 | \$99,608.19 |

EXPENSES.

| Oper. Expenses | July | Aug. | Sept. | Oct. | Nov. | Dec. | Jan. | Feb. | March | April | May | June |
|----------------------------|--------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|--------------|-------------|-------------|-------------|
| Maint. Way and S..... | \$ 23,756.27 | \$ 22,285.40 | \$ 14,588.36 | \$ 13,296.58 | \$ 12,422.97 | \$ 7,082.04 | \$ 8,365.38 | \$ 8,336.19 | \$ 6,274.50 | \$ 7,849.76 | \$11,207.25 | \$ 8,779.41 |
| Maint. Equipment..... | 17,877.40 | 17,317.15 | 18,947.63 | 20,756.19 | 13,369.80 | 12,398.01 | 13,002.82 | 15,538.98 | 16,541.92 | 15,598.46 | 14,057.43 | 13,654.24 |
| Traffic Expense..... | 3,732.34 | 2,530.00 | 1,868.26 | 1,681.83 | 1,923.15 | 1,821.93 | 1,780.29 | 1,548.67 | 1,575.26 | 1,800.83 | 1,878.05 | 2,405.84 |
| Transportation Expense... | 35,830.66 | 38,074.06 | 38,414.46 | 38,700.95 | 34,411.85 | 32,571.81 | 34,174.77 | 35,240.69 | 35,500.35 | 33,571.90 | 30,232.65 | 35,721.93 |
| General Expense..... | 2,157.93 | 2,345.82 | 2,214.00 | 2,277.08 | 2,320.54 | 2,360.35 | 2,424.67 | 2,171.16 | 2,394.31 | 2,250.83 | 2,080.00 | 2,071.71 |
| Totals..... | \$ 83,354.60 | \$ 82,552.49 | \$ 76,032.71 | \$ 76,712.62 | \$ 64,443.31 | \$50,224.14 | \$59,747.93 | \$63,835.69 | \$ 62,286.34 | \$61,071.78 | \$59,455.83 | \$62,633.13 |
| Net Earnings..... | \$ 26,395.64 | \$ 36,879.63 | \$ 33,313.50 | \$ 36,082.94 | \$ 35,925.98 | \$27,188.80 | \$38,726.93 | \$11,792.45 | \$ 38,117.01 | \$35,050.10 | \$32,283.38 | \$36,975.06 |
| Prop. Exp. to Earnings ... | 75.95 % | 69.12 % | 69.53 % | 68.00 % | 64.21 % | 67.41 % | 67.53 % | 84.20 % | 62.04 % | 63.53 % | 64.81 % | 62.88 % |

T A B L E — G .**DETROIT & MACKINAC RAILWAY COMPANY.****OPERATING EXPENSES.****Maintenance of Way and Structures.**

| | Amount. | Per Cent. |
|--|---------------------|----------------------|
| Superintendence | \$ 8,382 68 | 1.04 |
| Ballast | 3,097 67 | .38 |
| Ties | 19,529 66 | 2.42 |
| Rails | | |
| Other Track Material..... | 4,930 95 | .61 |
| Roadway and Track..... | 70,587 15 | 8.74 |
| Removal of Snow, Sand and Ice..... | 11,385 76 | 1.41 |
| Tunnels | | |
| Bridges, Trestles and Culverts..... | 3,535 60 | .44 |
| Over and Under Grade Crossings..... | | |
| Grade Crossings, Fences, Cattle Guards and Signs..... | 2,930 16 | .36 |
| Snow and Sand Fences and Snow sheds..... | 6 43 | |
| Signals and Interlocking Plants..... | 204 29 | .03 |
| Telegraph and Telephone Lines..... | 1,988 50 | .25 |
| Electric Power Transmission..... | | |
| Buildings, Fixtures and Grounds..... | 7,845 43 | .97 |
| Docks and Wharves | 22 84 | |
| Roadway Tools and Supplies | 1,502 32 | .19 |
| Work Equipment—Repairs | 861 52 | .11 |
| Work Equipment—Renewals | | |
| Work Equipment—Depreciation | 756 00 | .09 |
| Injuries to Persons | 2,000 00 | .25 |
| Stationery and Printing | 144 01 | .02 |
| Insurance | 539 43 | .07 |
| Other Expenses | 4,204 29 | .52 |
| Maintenance Joint Tracks, Yards and Other Facili- ties—Dr. | 926 88 | .11 |
| Maintenance Joint Tracks, Yards and Other Facili- ties—Cr. | 1,137 46 | .14 |
| Total | <u>\$144,244 11</u> | <u>17.87</u> |

DETROIT & MACKINAC RAILWAY COMPANY.

OPERATING EXPENSES—Continued.

Maintenance of Equipment.

| | | |
|---|---------------------|--------------|
| Superintendence | \$ 7,067 04 | .87 |
| Steam Locomotives—Repairs | 56,422 12 | 6.99 |
| Steam Locomotives—Renewals | | |
| Steam Locomotives—Depreciation | 14,130 00 | 1.75 |
| Electric Locomotives—Repairs | | |
| Electric Locomotives—Renewals | | |
| Electric Locomotives—Depreciation | | |
| Passenger Train Cars—Repairs | 12,390 70 | 1.53 |
| Passenger Train Cars—Renewals | | |
| Passenger Train Cars—Depreciation | 13,213 20 | 1.64 |
| Freight Train Cars—Repairs | 49,960 13 | 6.19 |
| Freight Train Cars—Renewals | | |
| Freight Train Cars—Depreciation | 39,297 60 | 4.87 |
| Electric Equipment of Cars—Repairs | | |
| Electric Equipment of Cars—Renewals | | |
| Electric Equipment of Cars—Depreciation | | |
| Floating Equipment—Repairs | | |
| Floating Equipment—Renewals | | |
| Floating Equipment—Depreciation | | |
| Shop Machinery and Tools | 3,596 99 | .45 |
| Power Plant Equipment | | |
| Injuries to Persons | 3 00 | |
| Stationery and Printing | 207 89 | .02 |
| Insurance | 900 00 | .11 |
| Other Expenses | 627 53 | .08 |
| Maintenance Joint Equipment at Terminals—Dr. | | |
| Equipment Borrowed—Dr. | 15,917 39 | 1.97 |
| Maintenance Joint Equipment at Terminals—Cr. | | |
| Equipment Loaned—Cr. | 24,673 56 | 3.05 |
| Total | <u>\$189,060 03</u> | <u>23.42</u> |

Traffic Expenses.

| | | |
|--|---------------------|-------------|
| Superintendence | \$ 14,321 49 | 1.77 |
| Outside Agencies | 2,065 86 | .26 |
| Advertising | 3,706 63 | .46 |
| Traffic Associations | 905 09 | .11 |
| Fast Freight Lines | | |
| Industrial and Immigration Bureaus | | |
| Stationery and Printing | 3,546 37 | .44 |
| Insurance | | |
| Other Expenses | 1 00 | |
| Total | <u>\$ 24,546 44</u> | <u>3.04</u> |

DETROIT & MACKINAC RAILWAY COMPANY.

OPERATING EXPENSES—Continued.

Transportation Expenses.

| | | |
|---|--------------|-------|
| Superintendence | \$ 23,368 91 | 2.90 |
| Despatching Trains | 5,200 82 | .64 |
| Station Employees | 56,668 25 | 7.02 |
| Weighing and Car Service Association | 2,034 37 | .25 |
| Stock Yards and Grain Elevators | | |
| Coal and Ore Docks | | |
| Station Supplies and Expenses | 3,414 00 | .42 |
| Yard Masters and their Clerks | 2,581 98 | .32 |
| Yard Conductors and Brakemen | 11,832 30 | 1.47 |
| Yard Switch and Signal Tenders | | |
| Yard Supplies and Expenses | 211 02 | .03 |
| Yard Enginemen | 8,642 44 | 1.07 |
| Engine House Expenses—Yard | 2,936 36 | .36 |
| Fuel for Yard Locomotives | 22,092 81 | 2.74 |
| Water for Yard Locomotives | 1,098 77 | .13 |
| Lubricants for Yard Locomotives | 288 75 | .04 |
| Other Supplies for Yard Locomotives | 402 76 | .05 |
| Operating Joint Yards and Terminals—Dr. | 67 75 | .01 |
| Operating Joint Yards and Terminals—Cr. | | |
| Motormen | | |
| Road Enginemen | 55,969 98 | 6.93 |
| Engine House Expenses—Road | 13,439 63 | 1.66 |
| Fuel for Road Locomotives | 105,399 71 | 13.05 |
| Water for Road Locomotives | 4,825 32 | .60 |
| Lubricants for Road Locomotives | 1,419 16 | .18 |
| Other Supplies for Road Locomotives | 1,479 99 | .18 |
| Operating Power Plants | | |
| Purchased Power | | |
| Road Trainmen | 56,863 78 | 7.04 |
| Train Supplies and Expenses | 16,948 31 | 2.10 |
| Interlockers, Block and Other Signals—Operation | 570 00 | .07 |
| Crossing Flagmen and Gatemen | 82 29 | .01 |
| Drawbridge Operation | 630 96 | .08 |
| Clearing Wrecks | 1,228 42 | .15 |
| Telegraph and Telephone—Operation | 2,671 86 | .33 |
| Operating Floating Equipment | | |
| Express Service | | |
| Stationery and Printing | 4,924 77 | .61 |
| Insurance | | |
| Other Expenses | 127 55 | .02 |
| Loss and Damage—Freight | 3,248 81 | .40 |
| Loss and Damage—Baggage | 364 08 | .05 |
| Damage to Property | 234 31 | .03 |
| Damage to Stock on Right of Way | 919 17 | .11 |
| Injuries to Persons | 11,068 34 | 1.37 |
| Operating Joint Tracks—Dr. | 345 86 | .04 |
| Operating Joint Tracks—Cr. | 1,157 51 | .14 |
| Total | \$422,446 08 | 52.32 |

DETROIT & MACKINAC RAILWAY COMPANY.

OPERATING EXPENSES—Continued.

General Expenses.

| | | |
|---|--------------|-------|
| Salaries and Expenses of General Officers | \$ 11,870 58 | 1.47 |
| Salaries and Expense of Clerks and Attendants | 8,183 84 | 1.01 |
| General Office Supplies and Expenses | 2,308 50 | .29 |
| Law Expenses | 3,133 32 | .39 |
| Insurance | | |
| Relief Department Expenses | | |
| Pensions | | |
| Stationery and Printing | 879 20 | .10 |
| Other Expenses | 693 02 | .09 |
| General Adm. Joint Tracks, Yards and Term—Dr. | | |
| General Adm. Joint Tracks, Yards and Term—Cr. | | |
| Total | \$ 27,068 46 | 3.35 |
| Grand Total | \$807,365 12 | 100 % |

TABLE — H.

STATEMENT OF MILEAGE, JUNE 30, 1908.

Main Line.

| | |
|-----------------------------|--------|
| Bay City to Cheboygan | 195.44 |
|-----------------------------|--------|

Branches.

| | |
|------------------------------------|--------|
| Emery Junction to Rose City | 31.21 |
| Emery Junction to Prescott | 11.85 |
| Omer to Au Gres | 7.95 |
| Lincoln Junction to Lincoln | 14.38 |
| Various Logging Branches | 86.91 |
| Total | 152.30 |
| Total Main Line and Branches | 347.74 |
| Yard Tracks and Sidings | 102.95 |
| Total all Tracks | 450.69 |

TABLE - I.

DETROIT & MACKINAC RAILWAY COMPANY.

CLASSIFICATION OF FREIGHT TONNAGE.

Products of Agriculture—

| | 1907 | | 1908 | |
|-----------------------------|--------|-----|--------|------|
| | Tons | % | Tons | % |
| Grain | 12,241 | .83 | 13,353 | 1.03 |
| Flour | 3,529 | .24 | 3,716 | .29 |
| Other Mill Products | 2,050 | .14 | 3,427 | .26 |
| Hay | 5,655 | .38 | 5,608 | .43 |
| Fruits and Vegetables | 14,642 | .99 | 9,890 | .76 |

Products of Animals—

| | | | | |
|--------------------------------|-------|-----|-------|-----|
| Live Stock | 5,107 | .35 | 5,092 | .39 |
| Dressed Meats | 507 | .03 | 1,072 | .08 |
| Other Packing House Products . | 955 | .07 | 1,202 | .09 |
| Poultry, Game and Fish | 1,057 | .07 | 299 | .02 |
| Hides and Leather | 9,568 | .65 | 9,696 | .75 |
| Wool | 112 | .01 | 127 | .01 |

Products of Mines—

| | | | | |
|--|---------|-------|---------|-------|
| Anthracite Coal | 11,163 | .76 | 13,749 | 1.06 |
| Bituminous Coal | 109,694 | 7.42 | 132,991 | 10.24 |
| Stone, Sand and Other Like Articles | 425,445 | 28.78 | 278,644 | 21.38 |
| Other Products of Mines | 848 | .06 | 1,203 | .09 |

Products of Forests—

| | | | | |
|--|---------|-------|---------|-------|
| Lumber | 167,708 | 11.35 | 171,606 | 13.21 |
| Forest Products Other Than Lumber | 535,125 | 36.20 | 467,049 | 35.95 |

Manufactures—

| | | | | |
|----------------------------------|--------|------|--------|------|
| Petroleum and Other Oils | 2,714 | .18 | 1,431 | .11 |
| Sugar | 3,855 | .26 | 1,174 | .09 |
| Iron—Pig and Bloom | 1,508 | .10 | 727 | .06 |
| Other Iron and Machinery | 6,598 | .46 | 4,789 | .37 |
| Cement, Brick and Lime | 47,517 | 3.21 | 61,657 | 4.75 |
| Agricultural Implements | 503 | .03 | 485 | .04 |
| Wagons, Carriages, Tools, etc. . | 490 | .03 | 163 | .01 |
| Wine, Liquor and Beer | 896 | .05 | 810 | .06 |
| Household Goods and Furniture. | 1,201 | .08 | 2,431 | .19 |

Merchandise

61,199 4.13 46,039 3.55

Miscellaneous—Other Commodities

| | | | | |
|---------------------------|-----------|-------|-----------|-------|
| not mentioned above | 46,563 | 3.14 | 60,485 | 4.66 |
| Totals | 1,478,450 | 100 % | 1,298,915 | 100 % |

TABLE — J.**DETROIT & MACKINAC RAILWAY COMPANY.****PASSENGER STATISTICS.**

| | 1907 | 1908 |
|--|------------|---------------|
| No. of Passengers carried | 379,601 | 364,132 |
| No. of Passengers carried one mile..... | 13,779,315 | 13,914,861 |
| No. of Passengers carried one mile per mile of road | 40,041 | 40,015 |
| Av'ge dist. each Pass'r carried (miles) . | 36.299 | 38.214 |
| Total Passenger Revenue.....\$ | 284,343.85 | \$ 285,153.79 |
| Average am't received from each Pass. | .74.906 | .78.311 |
| Average Receipts per Pass. per mile.... | .02.064 | .02.049 |
| Total Passenger Earnings | 327,692.92 | 332,651.79 |
| Passenger Earnings per mile of road... | 952.24 | 956.61 |
| Passenger Earnings per train mile..... | .65.891 | .70.650 |
| Average No. Passengers per train mile.. | 28 | 29.553 |

FREIGHT STATISTICS.

| | | |
|--|---------------|---------------|
| No. Tons car'd of frgt. earning revenue | 1,478,450 | 1,289,915 |
| No. Tons carried one mile | 122,341,737 | 109,329,676 |
| No. Tons car'd one mile per mile of road | 355,510 | 314,401 |
| Average distance haul of one ton (miles) | 82.75 | 84.17 |
| Total Freight Revenue | \$ 939,086.47 | \$ 838,014.25 |
| Av'ge am't rec. for each ton of freight. | .63.518 | .64.516 |
| Average Receipts per ton per mile..... | .00.768 | .00.767 |
| Total Freight Earnings | 946,067.99 | 844,252.96 |
| Freight Earnings per mile of road..... | 2,749.16 | 2,409.98 |
| Freight Earnings per train mile | 2.41.175 | 2.15.333 |
| Average No. of Tons per train mile.... | 311.87 | 280.93 |
| Average No. of Tons per loaded car mile | 20.31 | 21.06 |
| Average No. of Cars per train mile | 24.51 | 19.97 |

PASSENGER AND FREIGHT STATISTICS.

| | | |
|---|----------------|----------------|
| Passenger and Freight Revenue | \$1,223,430.32 | \$1,123,178.04 |
| Pass. and Frt. Revenue per mile of road | 3,555.14 | 3,229.93 |
| Passenger and Freight Earnings | 1,273,760.91 | 1,178,550.07 |
| Pass. and Frt. Earnings per mile of road | 3,701.39 | 3,410.87 |
| Gross Earnings from Operation | 1,311,274.80 | 1,186,096.54 |
| Gross Earnings from oper. per mile of rd. | 3,810.41 | 3,410.84 |
| Gross Earnings from oper. per train mile | 1.68.323 | 1.58.008 |

OPERATING STATISTICS.

| | | |
|--|----------------|---------------|
| Operating Expenses | \$1,010,092.40 | \$ 807,365.12 |
| Operating Expenses per mile of road.. | 2,935.21 | 2,321.75 |
| Operating Expenses per train mile | 1.29.617 | 1.07.554 |
| Income from Operation | 301,182.40 | 378,731.42 |
| Income from Operation per mile of road | 875.20 | 1,089.12 |
| Ratio of Expense to Earnings | 77.03 % | 68.07 % |

TABLE — K .

DETROIT & MACKINAC RAILWAY COMPANY.

EQUIPMENT.

Locomotives—

| | 1907 | 1908 |
|-----------------|------|------|
| Passenger | 13 | 13 |
| Freight | 17 | 17 |
| Switching | 2 | 2 |
| Totals | 32 | 32 |

Passenger Cars—

| | | |
|----------------------------------|----|----|
| First Class | 29 | 29 |
| Combination | 5 | 5 |
| Parlor | 2 | 2 |
| Cafe | 1 | 1 |
| Baggage, Express and Postal..... | 9 | 9 |
| Totals | 46 | 46 |

Freight Cars—

| | | |
|--------------------|------|------|
| Refrigerator | 8 | 8 |
| Furniture | 34 | 34 |
| Box | 546 | 541 |
| Coal | 398 | 397 |
| Flat | 523 | 519 |
| Stock | 99 | 98 |
| Totals | 1608 | 1597 |

In Company's Service—

| | | |
|-----------------------------|----|----|
| Officers and Pay Cars | 1 | 1 |
| Derrick Cars | 1 | 1 |
| Caboose Cars | 12 | 11 |
| Other Road Cars | 22 | 20 |
| Snow Plow | 1 | 1 |
| Totals | 37 | 34 |

| | | |
|---|------|------|
| Total Number of Locomotives Owned..... | 30 | 30 |
| Total Number of Locomotives Leased..... | 2 | 2 |
| Total Number of Cars Owned..... | 1275 | 1266 |
| Total Number of Cars Leased..... | 416 | 411 |

TABLE - L.

DETROIT & MACKINAC RAILWAY COMPANY.

Spurs, Sidings and Branches Taken Up Between July 1, 1907, and July 1, 1908.

| | Miles | Feet |
|---|-------|--------|
| Took Up Part of Track from Prescott's Tramway, Tawas City.... | | 845 |
| Back End of McBain's Spur..... | | 150 |
| Back End of Pritchard's Spur..... | | 1,095 |
| Littlejohn's Spur, Cheboygan..... | | 460 |
| First Left-Hand Spur on Gilchrist Branch..... | | 2,360 |
| Perue Spur | | 1,380 |
| Spur off Bloom Branch | | 3,185 |
| Spur off McDade Branch..... | | 2,795 |
| Middle Track Besser's Mill, Alpena..... | | 665 |
| Remainder of Old Avery Track, Alpena..... | | 2,700 |
| Temporary Track at Huron Portland Cement Co.'s Plant, Alpena | | 1,525 |
| La Flure Spur at Case | | 480 |
| Spur at Anger's Crossing, L. D. | | 480 |
| Butler's Spur | | 417 |
| Tawas Sugar Factory | | 5,405 |
| Carlton Dock, East Tawas | | 945 |
| Wolverine & Cleveland Branch Connection } | 9 | 4,382 |
| Wolverine Branch | | |
| Kick-back, Prescott & Miller | | 1,985 |
| Siding on Old Main Line, Black River | | 500 |
| | 9 | 31,754 |

Miles of Track Taken Up, 15.01.

TABLE - L. - (CONTINUED.)

Spurs, Sidings and Branches Built Between July 1, 1907, and July 1, 1908.

| | Miles | Feet |
|--|-------|-------|
| Long Siding, Alpena North Yard..... | | 2,018 |
| Spur to Herman Bros. Mill, Au Gres..... | | 580 |
| Long Siding, Alpena North Yard..... | | 3,750 |
| Track for Huron Portland Cement Co., Alpena | | 2,364 |
| Extend Beach Spur | | 90 |
| Extend L. & C. Yard Track for Pinkerton at Onaway | | 60 |
| Extend End of Cleveland Branch to Clark's Mill..... | | 2,100 |
| Spur to Saginaw Milling Co.'s Elevator, Prescott..... | | 372 |
| Spur to Prescott, Miller & Co.'s Mill, Rose City | | 1,000 |
| Spur off Prescott, Miller & Co.'s Branch for Prescott & Miller.... | 1 | 5,023 |
| Spur Across New Cinder Pit, North Bay City..... | | 570 |
| Side Track in Black Lake for Gardner, Peterman & Co. | | 570 |
| Long Siding Indian River Branch at Tower | | 2,550 |
| Long Siding at Onaway | | 2,130 |
| Extend Gardner, Peterman & Co.'s Spur off Black Lake Branch... | | 570 |
| Extend Porter & Bertrand Spur at Onaway | | 60 |
| Side Track at First Crossing South of Whitefeather Bridge..... | | 331 |

TABLE - L. - (CONTINUED.)

DETROIT & MACKINAC RAILWAY COMPANY.

Spurs, Sidings and Branches Built Between July 1, 1907 and July 1, 1908.

(Continued.)

| | |
|---|----------|
| Back End Pritchard's Spur | 500 |
| Extending Williams Spur at Millersburg | 309 |
| Lake Nettie Side Track | 270 |
| Spur to Hardies' Mill at Metz | 555 |
| Loop Line, North Bay City | 1,991 |
| Spur to Michigan Veneer Co., Alpena | 645 |
| Second Team Track Alpena Depot | 715 |
| Extending Hillman Branch | 739 |
| Spur to Willing's Shingle Mill, Millersburg | 640 |
| Balance of Passing Siding at Ossineke | 1,900 |
| Roachs Spur, One Mile South of Cathro | 319 |
| Spur Track at Black Lake for Keyes & Worboys | 425 |
| Extend Cedar Spur | 548 |
| First Spur to Right off Tubb's Branch | 4,650 |
| Spur off Bloom Branch for Fletcher | 6,115 |
| Perue Spur in New Location | 988 |
| Extend Gilchrist Branch | 7,600 |
| Spur off Gilchrist Branch | 720 |
| Northern Extract Coal Track, Alpena Junction | 680 |
| Extend Buza Spur | 150 |
| Extend Hollihan's Mill Track, Millersburg | 90 |
| Extend Beebe's Spur | 60 |
| Extend Hillman Branch | 8,500 |
| Shale Pit Spur, Hillman Branch | 1,900 |
| Spur at White's Mill, Raupp Branch | 600 |
| Track No. 4, Huron Portland Cement Co., Alpena | 989 |
| Track No. 5, Huron Portland Cement Co., Alpena | 1,206 |
| Track No. 7, Huron Portland Cement Co., Alpena | 1,024 |
| Extend Laugh Branch for McDade | 1,523 |
| Extend Buza Spur | 300 |
| Wheeler's Spur off Au Gres Branch | 392 |
| Spur to Tawas City Elevator | 305 |
| Cowley's Spur | 800 |
| Extend Seed House Track, East Tawas | 120 |
| Spur at Tobico Bridge | 332 |
| Lime Spur | 375 |
| Spur at Shale Bed, Hillman Branch | 600 |
| Track No. 9, Portland Cement Co., Alpena | 1,815 |
| Track No. 6, Huron Portland Cement Co., Alpena | 1,014 |
| Track No. 8, Huron Portland Cement Co., Alpena | 891 |
| Side Track Just South of Canning Factory, Cheboygan | 540 |
| Extend Mahoney Side Track in Black Lake | 60 |
| Campbell's Side Track, Lincoln Division | 480 |
| Side Track for Michigan Paving Brick Co., Omer | 600 |
| | <hr/> |
| | 7 79,101 |

Summary.

| | |
|-------------------------------|-------|
| Miles of Track Laid | 21.38 |
| Miles of Track Taken Up | 15.01 |
| | <hr/> |
| Net Increase | 6.97 |

This is a detailed historical map of the Detroit & Mackinac Railway. The map shows the railway's route from Detroit, Michigan, in the lower left, heading north and west towards Mackinac Island. The route is marked with a thick black line. Major stations and towns along the route include Detroit, Ann Arbor, Jackson, Lansing, and Grand Rapids. The map also shows the surrounding geographical features, including Lake Michigan to the west and Lake Huron to the east. A circular inset at the top left contains the title "MAP OF DETROIT & MACKINAC RAILWAY." The map is oriented with North at the top.

